



City of Chicago's Bicycle Friendly Community application

Name of Community:

City of Chicago

Mayor or top elected official in municipality:

Mayor Richard Daley

Contact First Name:

Ben

Contact Last Name:

Gomberg

Position:

Bike Program Coordinator

Employer:

Chicago Department of Transportation

Address:

30 N LaSalle St

City:

Chicago

State:

IL

Zip:

60602

Phone:

312-744-8093

Fax: (not required)

312-742-2422

Email:

bgomberg@cityofchicago.org

Website: (not required)

<http://chicagobikes.org/>

Population:

no answer provided

Square mileage of municipality, Total Area:

no answer provided

Square mileage of municipality, Water Area:

no answer provided

Square mileage of municipality, Land Area:

no answer provided

Population Density:

no answer provided

Average temperature for January:

no answer provided

Average temperature for April:

no answer provided

Average temperature for July:

no answer provided

Average temperature for October:

no answer provided

Average precipitation for January:

no answer provided

Average precipitation for April:

no answer provided

Average precipitation for July:

no answer provided

Average precipitation for October:

no answer provided

Median Income:

no answer provided

Age distribution, % under 20:

no answer provided

Age distribution, % 20 - 64:

no answer provided

Age distribution, % 65 - 84:

no answer provided

Age distribution, % 85+:

no answer provided

Race, % Hispanic or Latino :

no answer provided

Race, % Not Hispanic or Latino:

no answer provided

Race, % One race:

no answer provided

Race, % White:

no answer provided

Race, % Black or African American:

no answer provided

Race, % American Indian and Alaska Native:

no answer provided

Race, % Asian:

no answer provided

Race, % Native Hawaiian and Other Pacific Islander:

no answer provided

Race, % Some other race:

no answer provided

Race, % Two or more races:

no answer provided

If you have Journey-to-Work census data on bicycling to work, what percentage of people in your community bike to work?

no answer provided

How many households are within 1/4 mile of a retail or business area?

no answer provided

How many neighborhoods have significant grass, flowers, and trees?

no answer provided

How many neighborhoods have significant amenities such as parks, water fountains, benches, and public art?

no answer provided

How many neighborhoods in your community would you consider a good place to raise children?

no answer provided

Do you have a Bicycle Master Plan?

Yes

Do you have a written bicycle accommodation policy?

no answer provided

What was your community's most significant investment for bicycling in the past year?

no answer provided

List current community activities that encourage/promote bicycling.

no answer provided

List your official bicycle/pedestrian coordinator or bicycle issues contact person on government staff.

no answer provided

What department is the bicycle coordinator located in?

no answer provided

How many hours are spent per year in this capacity?

2080

List all other government staff or contractors whose primary duties are devoted to bicycling issues.

Michael Amsden, Bikeways Planner Joe Andruzzi, Commanding Officer, Lakefront Bike Patrol (plus dozens of bicycling patrol officers) Anne Davis, Bike Chicago Event Coordinator Grant Davis, Bikeways Project Manager David Gleason, Bikeways Traffic Engineer Chris Gagnon, Bicycle Parking Program Manager Kiersten Grove, Pedestrian Program Coordinator and Safe Routes to School Coordinator Jimmy Hodum, Bikeways Maintenance Intern Dave Miller, Engineering Intern Susan Peithman, Pedestrian Program Asst. and Safe Routes Ambassador Program Assistant Keith Privett, Coordinating Planner Bob Thompson, Landscape Designer Jessica Thompson, Planning Intern Randy Warren, Bike to Work Day program director Emily Willobee, Bicycling Ambassador program director Amanda Woodall, Training and Enforcement Coordinator Frank Zurek, bikeways intern Plus: six paid Bicycling Ambassadors, fourteen paid Junior Ambassadors, and various Chicagoland Bicycle Federation staff

Do you have a Bicycle Advisory Committee, Ped/Bike Council or other venue for citizen input?

Yes

List the name of the Chair and their contact information.

Ben Gomberg, 312/744-8093, bgomberg@cityofchicago.org

Engineering Section

Do you have a policy that requires the accommodation of cyclists in all new road construction and reconstruction and resurfacing?

Yes

Provided policy

Your accomodation policy is on file, [click here](#) to view it.

Have you provided training for your engineers and planners on how to accommodate cyclists?

Yes

Description

see previous application

Is there a mechanism to provide training on an on-going basis?

no answer provided

How many bridges are in your community?

no answer provided

How many are closed or inaccessible to cyclists?

see previous application

Of those accessible by bike, how many have shoulders, bike lanes, wide curb lanes, or multi-use paths?

Two metal-grate drawbridges now have new surface treatments specifically to improve safety for bikes

Do you have a bike parking ordinance?

Yes

Provided policy

Your ordinance is on file, [click here](#) to view it.

Are there bike racks or storage units at Schools?

Most

Are there bike racks or storage units at Libraries?

All

Are there bike racks or storage units at Transit Stations?

All

Are there bike racks or storage units at Recreation Centers?

Most

Are there bike racks or storage units at Government Buildings?

Most

Are there bike racks or storage units at Office Buildings?

Most

Are there bike racks or storage units at Retail Centers?

Most

Are there bike racks or storage units at Public Spaces and Parks?

Most

Are buses equipped with bike racks?

All

Can bikes be brought inside transit vehicles?

Yes

Please describe any restrictions

2 bikes per car are allowed on CTA trains at all times except during rush hour (7-9am, and 4-6pm); bike are allowed on Metra commuter rail trains except during special events. All CTA buses accommodate 2 bikes on bike racks mounted to the front of ALL CTA buses; most PACE (suburban commuter service with links to Chicago transit) buses also have bike racks. These are available at all times, without restrictions.

How many miles of bike lanes do you have?

115

How many miles of bike lanes are in your bicycle master plan?

150

What is the mileage of your total road network?

3775

What percent of arterial streets have bike lanes or paved shoulders?

10

How many miles of designated bike routes do you have?

544

How many miles of signed bike routes are in your bicycle master plan?

240

Please describe any maintenance programs or policies that ensure bike lanes and shoulders remain usable.

Routine maintainance:

For the past two years, each summer an intern is hired to ride the entire network of bike lanes in search of locations in need of maintenance. Maintenance locations are reported to proper city departments so they can be repaired. As of August this year, the entire bike lane network was surveyed, and 75 trouble spots were reported, 1/3 of which have already been repaired.

Capital Improvements:

no answer provided

Please describe initiatives your community has taken to ensure or improve bicycle access, safety and convenience at intersections, including bicycle detection, signing and marking.

Green bike lanes have been established at 9 locations in Chicago. Colored bike lanes alert motorists and bicyclists of conflict areas, assigning the right-of-way to bicyclists. Increasing the visibility of bicyclists helps to reduce the number and severity of conflicts between motor vehicles and bicyclists. This is the first application of colored bike lanes in Chicago and the second of this color in the United States. Installation of the green colored bike lanes is part of a federally funded and approved experiment.

How many miles of paved or hard surface trails do you have?

41

How many miles of paved or hard surface trails are in your bicycle master plan?

no answer provided

How many miles of natural surface trails do you have?

no answer provided

How many miles of natural surface trails are open to mountain bikes?

no answer provided

What is the estimated acreage of open space and public lands within the community (city, county, state, and federal public lands)?

10957

Are these area open to cyclists?

Most

Please describe any maintenance programs or policies for multi-use paths.

Routine maintainance:

see previous application

Capital Improvements:

no answer provided

Does your community have an ordinance or local code requirement for employers to provide bicycle parking, shower facilities, etc.?

No

Provided ordinance

You have not provided a copy of this legislation

Describe recreational facilities for cyclists such as a low traffic rural roads and signed routes.

no answer provided

Are there other facilities that have been created to promote bicycling in your community?

no answer provided

If yes, please describe:

no answer provided

Education Section

How do you educate motorists to share the road with cyclists? Please describe:

In addition to the information in our previous application, here are the current figures for the Bicycling Ambassadors program: 1. Mayor Daley's Bicycling Ambassadors: Six Bicycle Ambassadors worked at 253 Chicago events, educating 38,000 people and helmet-fitting 2,000.

How many community motorists do you reach with these efforts?

Most

Are there other bicycle education opportunities for adults?

Yes

Please describe

see previous application

Do you have a bicycle safety program for children in schools?

Yes

Please describe

see previous application

How many schools participate?

no answer provided out of no answer provided

What other types of bicycle safety and education opportunities are available for children?

2. Twelve to fourteen high school students worked as Junior Ambassadors, visiting 150 Chicago Park District summer camps attended by students aged 5-15, teaching bicycle safety and spreading bicycling excitement. This innovative program employs high school students who are able to provide highly effective, engaging bicycling education in a "peer-to-peer" setting.

How many children participate?

15000

Do you make bicycle safety materials available to the public?

Yes

Please describe

see previous application

Do you have a bicycle ambassodor program that educates community members on local opportunities for bicycling and answers their questions?

Yes

Do you have League Cycling Instructors in your area?

Yes

Please list their names:

see previous application

Is bicycle safety education included in routine local activities (e.g. tax renewal, drivers licensing and testing, or inserts with utility bills each month)?

Yes

Please describe

see previous application, plus: 8. Share-the-Road Education for Taxi Trainees: More than 2000 students in the City of Chicago's taxi certification program will receive training each year about how to safely share the road with bicyclists. New in 2007, this required curriculum includes on-the-job safety practices and highlights bicyclists as part of the urban traffic that taxi drivers work in daily.

Encouragement Section

How do you promote National Bike Month in May (or another month)?

See previous application

How many people do you reach with events and activities during this celebration?

75000

Do you actively promote Bike to Work Day or other bicycle commuting incentive programs?

Yes

Please describe

See previous application

What portion of the community workforce do you reach?

Some

Is there an annual bike tour or ride promoted to the general public in your community?

Yes

Please describe

See previous application

Are there community road and mountain bike clubs, bicycle advocacy organizations or racing clubs?

Yes

Please describe

See previous application

How many specialty bicycle retailers (i.e., bike shops, not big box retailers like K-Mart or Wal-Mart) are there in your community?

52

Are there other bicycling areas or facilities such as BMX tracks, velodromes or mountain bike centers in your community? Please describe.

no answer provided

Does your trail system have a unit of the National Mountain Bike Patrol?

no answer provided

Are there opportunities to rent bicycles in your community or other recreational opportunities involving bicycling?

Yes

Please describe

Bike rentals are available at eight locations in Chicago.

Do you have Safe Routes to School program that includes bicycling?

Yes

How many schools are involved?

Some

Please describe

see previous application

Does your community have youth recreation and intervention programs that are centered around bicycling?

Yes

Please describe

see previous application

Do you publish a bike map and keep it up to date?

Yes

Please describe

see previous application; the only difference is that now the map is sponsored by Chase instead of Bank One.

Do you publish a map of mountain bike trails?

No

Please describe

no answer provided

Please describe any other efforts in your community to encourage cycling

see previous application

Enforcement Section

Is your local police department aware of the concerns of cyclists in your community?

Yes

Is there a liaison that communicates with the bicycling community?

Yes

If yes, please describe

see previous application

Do you offer specific training to police officers regarding traffic law as it applies to bicyclists?

Yes

If yes, please describe

see previous application

Do you use targeted enforcement to encourage cyclists and motorists to share the road safely?

Yes

If yes, please describe

see previous application; Also, in fall 2006, a successful event was staged by the Bicycling Ambassadors and the Chicago Police Department, at which cyclists riding after dark without proper lights were stopped by police, cautioned as to the law requiring the use of lights when riding after dark, then the cyclists were provided with lights FREE OF CHARGE. The event was co-sponsored by Planet Bike, which donated the lights.

Do you have public safety employees on bikes?

Yes

If yes, please describe

see previous application

Indicate the number of employees on bike as well as the size of the entire staff.

see previous application

Do you have a mandatory helmet law?

No

To what ages does it apply?

no answer provided

Do you have mandatory sidepath laws?

Yes

If so, what is the status of these laws?

Local Law

Are they enforced

No

Evaluation & Planning Section

Do you have any information on the number of trips by bike in your community including census data?

Yes

Please describe

see previous application

How many cyclist/motor vehicle fatalities have occurred in your community in the past five years?

35

How many cyclist/motor vehicle crashes have occurred in your community in the past five years?

6500

Do you have any specific plan or program to reduce these numbers?

Yes

Do you have a system in place that allows bicyclists to submit ideas and concerns to public officials?

Yes

Please describe

see previous application

Do you have a comprehensive bicycle plan?

Yes

When was it passed or updated?

06/30/2005

Is it funded?

Partially

What percentage has been implemented?

Some

Do you have a trails master plan that addresses mountain bike access?

No

And are there ongoing relations between the mountain biking community and the community recreation and planning staff?

No

Is your bicycle network part of the broader development plans, land use plans, and ongoing development projects?

Yes

How many trails, bike lanes, paved shoulders, bike routes connect with each other to provide a seamless transportation options?

Most

Have you evaluated your transportation network and prioritized bicycle improvements based on hazards and needs?

Yes

What specific improvements do you have planned for bicycling for the following year?

Bike related objectives are defined by our Bike 2015 Plan. Goals and objectives for the current and next year, as defined in the plan, are as follows: CHAPTER 1 OBJECTIVES 1.1 Establish the bike lanes recommended in the Streets for Cycling Plan. Fifty of the 125 miles of new bike lanes proposed in this plan have not been established to date. Wherever possible, establish these bike lanes as part of other roadway projects to provide new paved surfaces and reduce installation costs. 1.1.1 Performance Measures: Establish 10 miles of bike lanes by 2007, and an additional 10 miles by 2010. 1.2 Establish bike lanes at locations that are not identified in the Streets for Cycling Plan. 1.2.1 Performance Measures: Determine locations by 2007. Establish 26 miles of bike lanes by 2015. 1.3 Establish shared bus/bike lanes. Exclusive lanes for buses and bicycles provide faster bus service and safer routes for bicycling. Three bus/bike lanes are currently established in Chicago. If successful, expand initiative. 1.3.1 Performance Measure: Establish 2-3 bus/bike lanes by 2008. 2.3 Ensure that trails built as a condition of development approval are designed and built to appropriate standards. Ensure that trails are the appropriate width and safely connect to the street network and/or existing trails. 2.3.1 Performance Measures: Apply trail standards (refer to Strategy 2.2.) and establish a monitoring process by 2007. 2.4 Establish a trail circuit to permit a long recreational or fitness bike ride in Chicago. Enable cyclists to have a long bike ride without having to leave the city, by connecting existing trails and, where necessary, using streets. Connect to trails in adjacent municipalities. 2.4.1 Performance Measures: Establish a minimum 50-mile Chicago trail circuit by 2008; relocate the street routes to new trails as they are completed. 3.1 Color the pavement at selected bikeway locations to alert motorists and bicyclists of conflict areas and assign the right-of-way to bicyclists. Increasing the visibility of bikeways reduces the number and severity of conflicts between motor vehicles and bicycles. 3.1.1 Performance Measures: Establish colored bike lanes at 5-10 locations in 2006; evaluate their use in 2007. 3.3 Install signs advising motorists and bicyclists that bicycle traffic may move to the center of the travel lane. This sign is appropriate when lanes are too narrow for safe joint use. By taking the full lane, bicyclists become more visible and discourage unsafe passing by motorists. Install on streets that are important connectors in the bikeway network and, where appropriate, with bikeway pavement markings. If successful, expand initiative. 3.3.1 Performance Measure: Test signs at 10-25 locations by 2007. 3.4 Consider establishing bikeways on streets with rush hour parking controls. Many excellent streets for bicycling have an extra travel lane during the rush hour period, so that a full-time bike lane cannot be established. □ Rush hour bikeways, □ currently at three locations in Chicago, provide a wide curb lane during the rush hour period and a bikeway with curbside parking the rest of the day. 3.4.1 Performance Measures: Establish bikeways on streets with rush hour parking controls at 3-5 locations in 2007. Evaluate their effectiveness by 2008. 3.5 Establish dedicated right and left turn lanes for bicycles. Designated places for bicyclists at intersections help reduce the number of accidents and conflicts with motorists. 3.5.1 Performance Measures: Establish dedicated bicycle turn lanes at 3-5 intersections by 2007 and at another 10-25 intersections by 2015. 3.6 Determine the appropriateness of advanced stop bars at intersections with high volumes of bicycle traffic. This design, also called □ bike boxes, □ provides bicyclists a protected space in front of queued motor vehicles at traffic signals, giving them a head start and extra visibility when the light turns green. If successful, expand initiative. 3.6.1 Performance Measures: Determine the appropriateness of advanced stop bars in 2006. If appropriate, test at 2-3 intersections by 2008. 3.8 Establish bike boulevards to prioritize bicycling on streets with low traffic volumes and slow speeds. Use a combination of traffic calming, intersection treatments, and signage to make it easier and safer for bicyclists and pedestrians to cross intersections and discourage non-local motor vehicle traffic. 3.8.1 Performance Measures: Identify 5-10 potential locations by 2008. Establish 10 miles of bike boulevards by 2015. 4.1 Establish bikeways to elementary schools, high schools, colleges, and universities. Identify safe, convenient routes and the priority destinations. Establish bike lanes wherever appropriate. 4.1.1 Performance Measures: Identify priority locations for new or improved bikeways in 2006. Establish bikeways to 25 □ 50 educational institutions by 2007, and to an additional 10-20 by 2010. 4.2 Connect bikeways to adjoining municipalities. Work with adjoining municipalities to establish seamless connections to their bikeways, so that there are continuous and clearer connections. 4.2.1 Performance Measure: Connect bikeways to 5 adjoining municipalities by 2007. 4.3 Establish or enhance existing bikeways to transit stations. On-street bikeways currently serve 47 of the 124 CTA stations in Chicago and 22 of the 76 Metra stations. Identify priority stations to serve and safe, convenient routes. Establish bike lanes where appropriate. Develop a Bike to CTA and Bike to Metra signage program. 4.3.1 Performance Measures: Establish new or enhanced bikeways to 10 □ 20 transit stations by 2008 and to an additional 10 □ 20 transit stations by 2015. 4.4 Identify the locations for new crossings over the Chicago River, Calumet River, North Shore Channel, and Sanitary and Ship Canal. Waterways can be barriers to bicycling, requiring cyclists to use arterial roads with higher traffic volumes and speeds. Consider using de-commissioned bridges, to reduce costs. 4.4.1 Performance Measures: Identify 2-3 priority crossings and prepare cost estimates by 2007. 5.1 Develop and widely distribute a new Lakefront Trail map. The Lakefront Trail is the most popular bikeway in Chicago. A trail map is a cost-effective way to help bicyclists and other trail users select the best routes and promote trail safety. A map of the trail is not readily available, however. Seek private sector sponsorship in order to reduce costs. 5.1.1 Performance Measure: Publish a minimum of 50,000 copies of a Lakefront Trail map per year, beginning in 2007. 5.2 Collect data to identify popular bikeways and the impact of Bike 2015 Plan strategies. Data needs include bike counts on roads and trails, counts before and after a bikeway is

constructed, and surveys to determine what facilities would have the greatest use. 5.2.1 Performance Measure: Collect appropriate data on an annual basis, beginning in 2007. 5.3 Provide detour routes and signage. Maintain bicycle access whenever a bikeway is closed or disrupted for a significant period. Provide advance warnings and a safe detour route. 5.3.1 Performance Measure: Develop and implement standards for detours on streets with bikeways by 2007. 5.4 Provide interactive online mapping to enable bicyclists to develop personalized maps. Enhance the Bicycle Program's Web site to enable bicyclists to input the addresses of their origin and destination and receive detailed maps, much like motorists can get. Bicyclists would easily find out what bikeways are available within the specified area and be able to print customized maps. 5.4.1 Performance Measure: Add an interactive online mapping feature to the Bicycle Programs Web site by 2007. CHAPTER 2 OBJECTIVES 1.1 Ensure that new and refurbished bridges and underpasses are safe for bicycling. Bridges and underpasses provide critical links for bicycling. It is therefore especially important that they are well designed, with safe surfaces and adequate accommodation for cycling as required by federal law.¹ (Refer to Chapter 1: Bikeway Network; Strategy 6.5) Wherever possible, bike lanes should be included, particularly along streets identified in the Streets for Cycling Plan. Often bike lanes can be established by realigning travel lanes, removing a lane, and/or narrowing the median. 1.1.1 Performance Measures: Monitor city, county, and state bridge and underpass construction projects to ensure that adequate accommodation for bicyclists is provided, beginning in 2005. Develop design standards by 2007; arrange city, county, and state approval and use by 2008. 1.2 Routinely consider establishing bikeways during the planning and engineering design of roadways. Expand the focus of the Bike Lane Design Guide so that it becomes a bikeway design guide for roadway engineers, to ensure that bikeways are designed and built to appropriate standards. Develop roadway planning procedures to ensure that bikeways are routinely established as part of roadway construction projects. 1.2.1 Performance Measures: Prepare a Bikeway Design Manual by 2007; arrange city, county and state approval and use by 2008. Develop roadway planning procedures by 2008. 1.3 Make new and reconstructed intersections bicycle-friendly wherever possible, to reduce the higher incidence of bicycle crashes at or near intersections. Bicycle-friendly intersections should have appropriate lane widths, pavement markings, and adequate signal time for bicyclists to cross safely. Where appropriate, include bike lanes and/or new demand actuated traffic signals that detect bicycles. 1.3.1 Performance Measures: Develop bicycle-friendly intersection design standards by 2007; arrange city, county and state approval and use by 2008. 1.4 Provide through bicycle access whenever building new streets, planned developments, cul-de-sacs, and traffic calming projects. Measures to redirect or reduce vehicular traffic should not discourage bicycling. Coordinate with efforts to establish bike boulevards (refer to Chapter 1: Bikeway Network; Strategy 3.8). 1.4.1 Performance Measures: Develop bicycle access standards by 2007. Arrange city approval and use by 2008. 1.5 Ensure that roadway construction zones are bicycle-friendly. Roadwork, including pavement cuts and temporary steel plates over road cuts, can cause bicyclists to fall or skid. The solution is to install temporary steel plates that are skid-proof and flush with the surrounding pavement. Restore pavement surfaces and markings, particularly along designated bikeways, to their original condition as soon as possible. 1.5.1 Performance Measure: Adopt and apply bicycle-friendly road construction standards by 2007. CHAPTER 3 OBJECTIVES 1.1 Continue installing outdoor (short-term) bike racks. Between 1993 and 2004, Chicago installed 10,000 bike racks on public property, more than any other city in the United States. The city should continue this popular program but at a slower pace, given the number of bike racks now available. 1.1.1 Performance Measure: Install between 400 500 bike racks per year, beginning in 2005. 1.2 Install bike parking inside office buildings. Providing indoor bike parking is one of the most effective ways to encourage people to bicycle to work. Less than 250 office buildings in Chicago currently provide indoor bike parking, however. Indoor bike parking can often be established with minimal effort and expense. Partner with the Building Owners and Managers Association (BOMA) and other appropriate organizations to publicize this service. 1.2.1 Performance Measures: Provide free consulting services to encourage the installation of indoor bike parking at 15 25 buildings per year, beginning in 2005. 1.4 Partner with public institutions (e.g., universities, hospitals) to install short and long-term bike parking on their properties. Providing bike parking for employees, visitors, and students encourages bicycling, increasing the overall parking capacity of these institutions at minimal cost. 1.4.1 Performance Measure: Partner with 3 5 public institutions per year, beginning in 2006. 1.5 Encourage installation of bike parking at retail locations. Shopping centers and other retail outlets often have insufficient bike parking. Whatever bike parking is provided is often inconveniently located and/or poorly designed, further discouraging use. Providing bike parking is an inexpensive way to encourage people to shop by bike, increasing overall parking capacity at minimal cost. 1.5.1 Performance Measures: Encourage 10 existing shopping centers to provide adequate bike parking by 2007, and an additional 25 50 existing shopping centers by 2010. 1.6 Place stickers on selected parking meters to advise bicyclists that they are appropriate locations for bike parking. 1.6.1 Performance Measure: Attach stickers to 100 200 parking meters per year, beginning in 2007. 2.5 Consider expanding the bike parking requirements of Chicagos zoning ordinance to provide indoor bike parking, showers, and changing areas with the development of appropriate land uses. 2.5.1 Performance Measure: Determine appropriate changes to Chicago's zoning ordinance by 2007, including the appropriateness of bonus provisions. 4.1 Provide and publicize attended bike parking at large events and festivals. Attended or valet parking for bicycles, especially if free, encourages people to bicycle to the event rather than drive, thereby reducing traffic congestion and demand for automobile parking. Encourage private sector sponsorship and community operation of this service. 4.1.1 Performance Measures: Provide attended bike parking at Chicagos 10 25 largest events and festivals per year, beginning in 2006. Publicize in event/festival brochures and media releases. 5.1 Encourage the installation of convenient and secure bike parking inside multi-family residential buildings. Bicycle use is often discouraged in multi-family buildings because residents must carry their bicycles up stairs or store them in

inconvenient locations (e.g., balconies). 5.1.1 Performance Measures: Post guidelines on the Bicycle Programs Web site by 2007; distribute to developers, building managers, and condominium associations, beginning in 2007. 5.2 Encourage construction of bike parking sheds to provide convenient and secure places for long-term parking. Prefabricated sheds that store up to 12 bicycles are available. Installation (e.g., in parking lots) is usually simple and inexpensive. If successful, expand initiative. 5.2.1 Performance Measure: Construct 3–5 bike parking sheds by 2008.

CHAPTER 4 OBJECTIVES 1.3 Instruct CTA station attendants to provide clear directions and timely assistance to bicyclists. 1.3.1 Performance Measure: Incorporate a bike-transit module in new employee training by 2007. 1.4 Provide bicycle access in the planning, design, and operation of new and refurbished CTA stations and trains. Integrate bicycle accommodations into the planning for new transit facilities. Ensure that bicycle access does not interfere with other passengers convenience or safety, particularly for the disabled and elderly. 1.4.1 Performance Measures: Prepare planning, design, and operational guidelines on providing bicycle access to CTA stations and trains by 2007. Widely distribute to appropriate staff and consultants. 1.6 Increase the number of bicycles that can be stored on CTA trains. Test wall-mounted racks and other bicycle retention devices. Investigate replacing fixed seats with folding seats and installing passenger handholds. If successful, expand initiative. 1.6.1 Performance Measure: Test 3 to 5 methods for bicycle storage in CTA trains by 2008. 2.2 Encourage Metra to provide bicycle access in the planning, design, and operation of new and refurbished stations and trains. Bicycle accommodations should be integrated into the planning for new transit facilities. Bicycle access should not interfere with other passengers' convenience or safety, particularly for the disabled and elderly. 2.2.1 Performance Measure: Encourage Metra to prepare planning, design, and operational guidelines on providing bicycle access to their stations and trains by 2007. 2.4 Encourage the posting of signs publicizing the bike-transit connection. Show the best routes to bicycle to the station, where to park bikes, nearby bicycle shops, popular destinations, and how to bring bicycles on trains. Begin with stations with the greatest potential for bike-transit use. 2.4.1 Performance Measure: Encourage Metra to install signs at 10–20 stations by 2008. 4.1 Continue installing bike racks outside train stations. Bike parking is available at 110 of the 124 CTA stations in Chicago and 50 of the 76 Metra stations. Wherever possible, bike parking should be covered, illuminated, and in highly visible locations, to encourage use and reduce the likelihood of bike theft. 4.1.1 Performance Measure: Improve bike parking outside 5–10 stations per year, beginning in 2006. Bike racks installed outside every CTA and Metra station in Chicago by 2007. 4.2 Continue installing bike racks inside existing train stations. Install bike parking inside every CTA station to provide weather protection and greater security, space permitting. Indoor bike parking is currently available at 66 CTA stations in Chicago (more than any other transit agency in the United States). 4.2.1 Performance Measure: Install bike racks inside an additional 10–25 CTA stations by 2007. 4.3 Test the viability of long-term bike parking at train stations. If successful, expand initiative. 4.3.1 Performance Measure: Test 3–5 long-term bike parking options, including lockers, by 2007. 4.4 Consider providing indoor bike parking during the planning, design, and construction of new and reconstructed train stations. Provide indoor bike parking for a minimum of five bicycles per station, where possible. 4.4.1 Performance Measures: CTA, Metra and the Chicago Department of Transportation develop and apply guidelines for providing indoor bike parking in new and reconstructed train stations by 2007. Widely distribute to appropriate staff and consultants, beginning in 2007. 4.5 Maintain bicycle access during train station remodeling and reconstruction. Provide advance notice and directional signage for bicyclists. 4.5.1 Performance Measure: Develop and implement a policy for maintaining bicycle access during train station construction by 2007. 4.6 Provide bike parking whenever park-and-ride facilities are established or expanded. Encouraging bicycle use may reduce project costs since fewer spaces for automobile parking would be required. 4.6.1 Performance Measure: Install bike parking whenever park-and-ride facilities are established or expanded, beginning in 2007. 4.7 Post signs at train stations publicizing the availability of bike parking. 4.7.1 Performance Measure: Install signs at 10–25 stations with bike parking by 2007 and at 25–50 additional stations by 2015. 4.8 Establish another bicycle station. The Millennium Park Bicycle Station is very successful, encouraging thousands of bicycle trips annually. Establish the bicycle station at a popular train station, such as the Ogilvie Transportation Center, to encourage bike-transit use. Prepare a feasibility study and a business plan to determine capacities, costs, and revenues. Potential services include day and overnight parking; showers and/or changing facilities; lockers; bicycle rentals; repairs; and sales. 4.8.1 Performance Measures: Complete feasibility study and business plan by 2007; complete bicycle station design by 2009; construct by 2010. 4.9 Establish large bike parking areas at select CTA and Metra train stations. Indoor or weather-protected bike parking will be established at four CTA stations in 2007. Prepare a feasibility study to determine the best locations to establish similar bike parking at three to five additional stations. Determine capacity and costs, using methodology established in the CTA/CDOT effort and the CTA's Bicycle Parking Design Guidelines. Develop designs that provide, at a minimum: secure bike parking, either inside the station or protected from the weather; convenient access; signage; and lighting. 4.9.1 Performance Measures: Complete feasibility study by 2007; complete designs for 3–5 bike parking areas by 2009; construct by 2010. 5.2 Promote the bike-transit connection to increase usage. Determine the best strategies, audiences, and messages. Identify and apply best practices from other cities. Possible practices include distributing special maps identifying recommended bikeways to train stations; identifying bike trail locations on the CTA's Bus and Rail Map; advertising in stations, on buses and trains; and video clips on the CTA and Pace Web sites demonstrating how to load and unload bicycles from bus racks. 5.2.1 Performance Measures: Bike to transit marketing report completed in 2006. Implement major recommendations by 2008. 5.6 Partner with the Safe Routes to School and Bike to Campus programs to encourage high school and university students to combine bicycle and transit trips. 5.6.1 Performance Measure: Revise the Safe Routes to School and Bike to Campus programs to promote bike-transit use, beginning in 2007. **CHAPTER 5 OBJECTIVES** 1.1 Expand the Bicycling Ambassadors program

to educate more bicyclists and motorists about safe and responsible road use. The Bicycling Ambassadors promote bicycling safety to all road users: bicyclists, motorists, and pedestrians. They appear at events year-round, especially between May and September. In 2005, the Ambassadors taught 32,000 people at 325 events.

1.1.1 Performance Measures: Expand Bicycling Ambassador program staffing and scheduling so there is direct contact with 35,000 people per year in 2006 and 40,000 people by 2008.

1.2 Educate motorists to share the road with bicyclists. Motor vehicles are involved in 90 to 92 percent of bicyclist deaths.

2 Target motorist behaviors that commonly endanger bicyclists, including failure to yield to bicyclists, speeding, passing too closely, and opening car doors into a bicyclist's path. Educate motorists on bicyclists' rights and responsibilities. Integrate more "Share the Road" material into driver education materials (refer to Strategy 3.3). Coordinate with enforcement efforts (see Chapter 7: Law Enforcement and Crash Analysis; Strategy 3.3).

1.2.1 Performance Measures: Publicize motorist behaviors that commonly endanger bicyclists, beginning in 2007. Stage an annual Share the Road campaign, beginning in 2008.

1.3 Educate bicyclists how to ride safely and avoid injury. Bicyclists often endanger themselves and others with unsafe behaviors and by disregarding traffic laws. Focus education on particularly dangerous behaviors, including speeding, failure to stop at red lights, and riding against traffic on busy streets. Coordinate with enforcement efforts (see Chapter 7: Law Enforcement and Crash Analysis; Strategy 3.4).

1.3.1 Performance Measure: Conduct an annual campaign, beginning in 2008, so that 75 percent of surveyed bicyclists can identify the campaign's message and at least 50 percent say that they will practice the advertised behaviors.

1.4 Train drivers of commercial vehicles including taxis, courier vehicles, CTA buses, and trucks to share the road with bicyclists. Commercial vehicles pose a greater risk of injury to bicyclists, given their more frequent use and, in the cases of buses and trucks, larger size.

1.4.1 Performance Measures: Integrate bicycle safety components into taxi driver and other professional driver education programs by 2008. Reduce the rate of reported incidents and crashes between commercial vehicles and bicycles by 50 percent by 2010.

3.4 Broadcast a television series on bicycling. Television is a powerful public education tool reaching large audiences relatively little effort and cost. Broadcast a television series, perhaps on Chicago's cable channel, focusing on the benefits of bicycling, choosing bicycles and equipment, tips for riding safety, and using Chicago's bikeway network.

3.4.1 Performance Measure: Broadcast a television series on bicycling by 2008.

3.5 Integrate bicycle skills training into appropriate school curricula. Physical education and health curricula should include training on how to bicycle predictably in traffic and the health benefits of bicycling. Implement in conjunction with Strategy 2.4.

3.5.1 Performance Measure: Incorporate bicycle skills training into appropriate school curricula by 2008.

4.2 Train transportation engineers and planners how to accommodate bicycling in their projects. Training will help ensure routine accommodation of bicycling in transportation projects. Training will also help ensure that bicycle facilities are constructed to appropriate standards, including AASHTO's Guide for the Development of Bicycle Facilities and the proposed Bikeway Design Manual. Provide continuing education credits, where possible. Partner with the Illinois Department of Transportation, Cook County Highway Department, Chicago Area Transportation Study, and Chicagoland Bicycle Federation.

4.2.1 Performance Measure: Stage a bicycle planning and design workshop every two years, cooperatively with other agencies, beginning no later than 2007.

5.2 Produce Spanish-language versions of appropriate Chicago Department of Transportation bicycle publications. Language specific campaigns and materials should be integrated into the specific programs requiring non-English language materials.

5.2.1 Performance Measures: Identify priority publications to produce in Spanish in 2006; produce first publication in 2007.

5.3 Identify needs for new publications and produce them in a timely manner. Determine, after reviewing the Bike 2015 Plan and publications from other bicycle programs, priority publications to produce.

5.3.1 Performance Measures: Identify priority publications to produce in 2006; produce first publication by 2007.

5.5 Improve the Bicycle Programs Web site, www.ChicagoBikes.org, providing comprehensive information to current and potential bicyclists. Add the features recommended in the Bike 2015 Plan. Post all city bicycle publications. Market the site to increase usage (e.g., search engine optimization, keyword placement in metatags, linking to other popular sites).

5.5.1 Performance Measures: Improve and market Web site in 2006. Increase the number of Web site visits by 10 to 20 percent per year, beginning in 2007.

6.3 Educate children on the best ways to prevent bicycle theft. Provide Chicago Public School students and children enrolled in Chicago Park District summer camps with information on locking techniques.

6.3.1 Performance Measures: Produce a flyer for children on how to prevent bicycle theft by 2007. Determine best distribution points and opportunities for co-printing in 2007.

6.4 Stage bicycle theft stings. Test equipping bicycles with hidden Global Positioning System (GPS) transmitters and receivers to trace thieves. This is an effective, relatively inexpensive way to locate professional bicycle thieves. Combine with media outreach on how to prevent bicycle theft. If successful, stage on an annual basis.

6.4.1 Performance Measure: Stage a trial bicycle sting by 2008.

7.1 Survey target audiences to measure changes in behaviors and beliefs. This will quantify the effectiveness of the education and marketing strategies in this plan.

7.1.1 Performance Measures: Survey every 2 years, beginning in 2007. Publish results within 6 months of completion.

7.2 Adapt and deliver the survey to measure the effectiveness of individual programs. Measuring the effectiveness of particularly important strategies will require a more detailed response than may be possible with a biennial survey. Adapting the survey will allow data collection to be more consistent.

7.2.2 Performance Measure: Measure the effectiveness of specific individual programs, beginning in 2007.

CHAPTER 6 OBJECTIVES

1.1 Establish a Health and Transportation Task Force. More than 1.2 million Chicago residents have sedentary or irregular activity lifestyles.

2 Bicycling provides moderate physical activity on a regular basis. Increasing activity levels contributes to the prevention and management of over 20 conditions and diseases including heart disease, stroke, high blood pressure, diabetes, cancer, weight management, and positive mental health.

3 While there is an emerging consensus that our transportation system contributes to this health crisis, specific interventions and measures have not been well defined.

The Health and Transportation Task Force will be charged with reviewing the objectives, developing health performance measures for this plan, identifying funding opportunities, and spearheading action. Joint sponsors: the Department of Public Health, Chicago Department of Transportation, and the Mayors Bicycle Advisory Council.

1.1.1 Performance Measures: Establish a Health and Transportation Task Force in 2006. Develop health performance measures and determine the requirements of the Bike to Health campaign by 2007.

1.2 Stage a Bike to Health campaign to promote bicycling. Promote the health benefits of bicycling in local health marketing, education initiatives, and employee wellness programs. Integrate bicycling information and resources into such programs as the Mayor's Fitness Council, the Consortium to Lower Obesity in Chicago Children (CLOCC), and Transportation that is Active and Safe for Kids (TASK), to reach more people and reduce costs. Encourage youth to bicycle, to establish a healthy activity that can be sustained throughout their lives. Involve hospitals and the health care industry, targeting health care clients and professionals.

1.2.1 Performance Measures: Stage 2-3 joint Department of Public Health and Chicago Department of Transportation press events on bicycling and health per year, beginning in 2006. Stage an annual Bike to Health campaign, beginning in 2008. Incorporate bicycling into 3-5 health initiatives per year, beginning in 2008.

1.4 Partner with community health programs to promote bicycling to Chicago's minority youth. African-American and Latino children in Chicago are disproportionately burdened by obesity. Partner with organizations to promote bicycling in public health programs for minority youth (e.g., the YMCAs Healthy Kids Camp).

1.4.1 Performance Measure: Promote bicycling in 3 community health programs targeting minority youth by 2008.

2.5 Establish a mini-grant program to support community efforts that encourage bicycling, particularly to infrequent cyclists. Support bicycle groups, wellness centers, schools, and other not-for-profit organizations. If successful, expand initiative.

2.5.1 Performance Measures: Obtain foundation and/or private sector funding by 2007. Award 5 mini-grants (under \$2,500) annually, beginning in 2008, increasing to a minimum of 10 mini-grants annually by 2010.

3.2 Pilot an individualized marketing campaign to people receptive to replacing automobile trips with bicycling, walking, transit, and carpooling. This cost-effective social marketing program identifies people receptive to changing the way they travel and then provides them with personalized information about their preferred option(s). Partner with the CTA, Regional Transit Authority (RTA), and other appropriate agencies and groups. Expand and improve campaign based on the results of the pilot.

3.2.1 Performance Measure: Pilot an individualized marketing campaign by 2007.

3.3 Promote bicycling to target populations and groups that would most benefit from increased bicycling. Populations more likely to bicycle include young adults between 18 and 44, people living near the Lakefront Trail and/or bike lanes, residents of congested neighborhoods with limited automobile parking, and recreational bicyclists who might be encouraged to bicycle for other purposes. Women and people of diverse ethnicities may particularly benefit from increased bicycling. Customize the promotions to meet the needs of specific groups. Determine the most effective messages (e.g., personal health benefits, enjoyment). Focus on short trips, under 5 miles, where bicycling is an especially viable mode of transportation. Track changes to determine the effectiveness of the promotions. If successful, expand initiative.

3.3.1 Performance Measure: Promote bicycling to 3 target populations and groups by 2008.

4.1 Continue the Bike to Campus program to encourage bicycling to colleges and universities. College and university students are more likely to bicycle because they tend to be in better physical condition than the general population, are less likely to own automobiles, have casual dress codes, and often live near campus. Partner with colleges and universities for information on bicycling, including maps of the bikeways near campus, to be widely distributed, particularly in orientation packages. Focus efforts on new students, since they are more receptive to changing their transportation habits.

4.1.1 Performance Measure: Stage the Bike to Campus program on an annual basis at 5-10 colleges and universities, beginning in 2007.

4.2 Establish an annual Bicycle Commuter Challenge to encourage more people to bicycle to work. Encouraging employees to commute by bicycle benefits the employer, given the increased productivity and reduced health care costs when employees are fit. Train coaches at participating workplaces to recruit fellow employees to participate. Distribute publications, provide incentives to participate, and stage workplace education sessions. Survey the participants and workplaces, to determine how to make the event more successful. Track participation to determine air quality benefits. Stage the Bicycle Commuter Challenge as a key event of the annual Bike Chicago festival.

4.2.1 Performance Measures: 5000 participants in 2008; increasing to 10,000 by 2010. Prepare an annual report with recommendations to improve the program, beginning in 2008.

4.3 Pilot a Bike to the Park campaign to encourage bicycling to Chicago's parks and park events. Target the campaign to children and young adults since they bicycle more to parks and park events. Integrate campaign into the Chicago Park District's programming and promotions.

4.3.1 Performance Measure: Pilot a Bike to the Park campaign by 2008.

5.2 Promote Chicago as a destination for bicycle tourism. Tourists could be attracted to Chicago for bicycle events, city rides or longer tours (e.g., along the Grand Illinois Trail). Visitors could extend their trip by a day or two. Active tourists can contribute significantly to Chicago's economy. Bicycle tourism in the Outer Banks region of North Carolina, for example, generates \$60 million in annual revenue, creating or supporting 1400 jobs.

5.2.1 Performance Measures: Prepare a bicycle tourism marketing plan by 2007. Implement key recommendations by 2008.

CHAPTER 7

2.1 Establish a bicycling module in the Chicago Police Department's Training Academy curriculum. Police officers enforce laws they understand and support. Train recruits on the: "Rules of the road for bicyclists" "Types of illegal motorist behaviors that endanger bicyclists" "Most dangerous types of bicycling behaviors" "Most common causes of bicycle crashes" "Importance of reporting bicycle crashes" "Importance of investigating serious bicycle crash sites" "Best ways to prevent bicycle theft" "Advantages to policing by bicycle" "Transportation, health, and environmental benefits of bicycling"

2.1.1 Performance Measure: Add a bicycle module to the academy curriculum by 2007.

2.2 Educate Chicago police officers on specific enforcement issues. Reach police officers in inexpensive and effective ways, such as screening videos at roll call and distributing Action

Alerts, memorandums to police officers on specific enforcement issues. 2.2.1 Performance Measures: Issue 2 bicycle Action Alerts per year by 2007. Screen an Enforcement for Bicycle Safety video at roll calls in all 25 police districts each year, beginning in 2007. 4.1 Amend the Chicago Municipal Code so that it is consistent with state law and national best practices. Revise the code so that the bicycle regulations are consistent with appropriate regulations in the Illinois Vehicle Code and Uniform Vehicle Code. Eliminate duplicate items or incorporate them by reference. 4.1.1 Performance Measures: Identify appropriate changes in 2006. Amend the Chicago Municipal Code in 2007. 4.2 Establish and publicize new penalties for reckless driving that endangers the lives of bicyclists. Meaningful penalties help reduce the number of severe bicyclist injuries and the need for enforcement efforts, especially if they are widely publicized. Publicize as a component of the annual publicity campaign recommended in Strategy 3.3. 4.2.1 Performance Measures: Determine appropriate penalties by 2007. Establish penalties by 2008. 5.1 Determine how to improve the level and quality of reporting of bicycle crashes. Crash reports are not usually prepared unless a motor vehicle is involved. Unfortunately, this excludes 85 percent of bicycle crashes from the recorded statistics. Furthermore, many crash reports are incomplete. Determine the best strategies to encourage police officers to submit a complete Illinois Traffic Crash Report for all reported: " Bicycle crashes on roadways or trails " Bicycle-motor vehicle crashes " Bicycle-bicycle crashes on roadways or trails " Bicycle-pedestrian crashes on roadways or trails Bicyclists should be encouraged to report all crashes. Crash data will make it easier to identify which violations to target for enforcement and educational efforts. Determine how to design the crash report form so that a bicyclist involved in a crash is treated as a vehicle operator, with identification of what the bicyclist's position was before and after the crash. The form should ask for the location of the bicycle (on roadway, on sidewalk, on crosswalk); whether the bicyclist was riding with or against the traffic; if the crash occurred after dark; and if the bicycle had a working front light and rear light or reflector. 5.1.1 Performance Measure: Prepare report with recommendations how to improve the reporting of bicycle crashes by 2007. 5.2 Identify locations with a high number of bicycle crashes; determine the primary factors contributing to these crashes; and implement appropriate engineering, education, and enforcement and countermeasures. Identify the probable causes of the crashes; injury types and trends; and other relevant issues, including sidewalk bicycling, wrong-way bicycling, nighttime bicycling without required equipment, failure to obey right of way rules, and crashes in driveways, parking lots, and trails. Consider examining ambulance, emergency room, hospital discharge, and mortality data in addition to police accident data. 5.2.1 Performance Measures: Identify locations every 2 years, beginning in 2007. Implement countermeasures at 5 - 10 problem areas per year, beginning in 2007. Submit an annual report with recommendations to prevent bicycle crashes to the Mayors Bicycle Advisory Council, beginning in 2007. CHAPTER 8 OBJECTIVES 1.2 Encourage an industry-sponsored study to identify the key barriers to the increased use of bicycle messengers in Chicago and opportunities for expansion and diversification. 1.2.1 Performance Measures: Complete study by 2007; implement key recommendations in 2008. 2.2 Revise Chicagos bicycle messenger ordinance to specify that bicycle messengers must wear a suitable helmet while working and establish a mechanism to advise messenger services of infractions by their employees. Currently, there is no requirement for messengers to fasten helmets while working, exposing bicycle messengers to severe head injuries in the event of an accident. There is also no mechanism to advise messenger services when employees are cited, which has led to situations where messenger services receive default judgments and large fines. Establish procedures to deal with repeat offenders. 2.2.1 Performance Measure: Revise the bicycle messenger ordinance by 2007. 2.3 Require new bicycle messengers to complete a City of Chicago sponsored training session. Training provides traffic safety skills and demonstrates appropriate conduct and delivery protocols. Encourage peer-led training. Require successful completion of an examination. 2.3.1 Performance Measure: Establish a bicycle messenger training session, beginning in 2007. 2.4 Encourage regular screenings of Chicagos bicycle messenger training video. Update video; distribute it to Chicago's licensed messenger services. Use in conjunction with bicycle messenger training (refer to Strategy 2.3). 2.4.1 Performance Measure: Update and distribute video by 2007. 2.5 Train appropriate police officers to enforce traffic laws and the bicycle messenger ordinance. Ensure that officers are educated on the rights and responsibilities of bicycle messengers. Establish procedures to deal with repeat offenders. Ensure that officers record citations for crashes with bicycle messengers correctly, so appropriate countermeasures for the most serious problems can be developed. 2.5.1 Performance Measure: Annual police training, beginning in 2007. 3.2 Expand the annual Bicycle Messenger Appreciation Day to a full day of events and promotions. Highlight bicycle messengers as responsible and valuable professionals. 3.2.1 Performance Measure: Expand the annual Bicycle Messenger Appreciation Day, beginning in 2007.

What are the three primary reasons your city deserves to be designated as a Bicycle Friendly Community?

Reason One:

see previous application

What are the three primary reasons your city deserves to be designated as a Bicycle Friendly Community?

Reason Two:

see previous application

What are the three primary reasons your city deserves to be designated as a Bicycle Friendly Community?

Reason Three:

see previous application

What are the three aspects of your community most in need of improvement in order to accommodate bicyclists? Number One Aspect:

see previous application

What are the three aspects of your community most in need of improvement in order to accommodate bicyclists? Number Two Aspect:

see previous application

What are the three aspects of your community most in need of improvement in order to accommodate bicyclists? Number Three Aspect:

see previous application